Pen Pictures of the Senatorial Recruits.

WHO AND WHAT THEY ARE.

Postmaster General Cresswell op the Postal-Car Difficulty.

MR. HINCKLEY CORRECTED.

Unconfirmed Appointments-British Steamers to Pay the American Tonnage Tax.

WASHINGTON, March 28, 1878. Postmaster General Creswell Contradicts the Statements of Mr. Hinckley Con-

er General Creswell was about to leave his house this evening as your correspondent called on him with reference to the postal car difficulty, which is considered here the most pressing question of the day. Mr. Creswell, ever courteous and bliging, at once consented to give the desired tion, though he appeared much in haste. In order to save time your correspondent handed im a copy of to-day's HERALD, pointing to the letter of Mr. Hinckley, President of the Philadelphia Wilmington and Baltimore Railroad. After glanding over the letter the Postmaster. General re-

"Under the act passed last session the compensation to railroads carrying postal cars will be increased the next year \$500,000, and as soon as se can perfect the system of postal cars, which mplies the introduction of sixteen or seventeen additional ones, the increase will amount to

"Mr. Hinckley says in his letter that in 1850 his railroad was paid \$38,250." "In 1850 the railroads were paid according to the act of 1845, which act said that they must be ar. ranged into three classes, and the highest rate that could be paid to any of them was \$375 a mile per annum. These classifications were based upon the size of the mails, speed with which they were conveyed and the importance of the service. At first the maximum weight of mails which entitled a railroad to \$375 per annum was something over 180,000 pounds, so that Mr. Hinckley's road, which is only one hundred miles long, must have carried near the maximum weight of mails to have entitled him to \$375 per annum." Now, under the bill passed last session, Mr. Hinckley is benefited in two mportant respects. In the first place he is paid pro rata for the weight of the mails, no matter what that weight may amount to. There is no limitation, but the price increases as the quantity of mails increases, and the rule of increase, after reaching 5,000 pounds, is \$25 per annum for every 200 pounds additional; so that if Mr. Hinckley's road carries 25,000 pounds of mails, or any smaller quantity in addition to that which he carried in 1850, he will be paid for that increase under the bill of the ion, whereas before he would not. In addition to that, under the last bill Mr. Hinckley will

be paid for every line of postal cars on his road from twenty-five to flity dollars per mile per annum according to the length of the cars. Thus it is not true what Mr. Hinckley says-that the sation in 1850 was substantially the same that which he got under the bill of st session for carrying the mails on postal cars. Mr. Hinckley's mails will be weighed as soon after the 1st of July as postible, and he will be paid for every pound he carries, and so will every other road in the United States, and the compensation of the roads centering in New York will all be materially increased some of them as much as sixty per cent. Mr kinckley has misrepresented the matter. He tries to make the impression that there will be no increase of compensation. On the contrary there

will be an increase for all the postal cars carrying mails to New York." The New Postal Cards.

By the terms of the contract the Morgan En-velop Company, of Springfield, Mass., are to have 000,000 of the new postal cards ready for delivery on the 1st of May. The law calls for 100,000,000 for the first year, but the Postmaster General is of the opinion that one-third more will be needed for that nighth inches in size and will bear a one cent tamp and the water mark "U. S. P. O. D." Award of Southern Claims.

The Third Auditor has stated and reported to the cond Comptroller over seven hundred Southern claims which have been awarded. Only about one

Tonnage Tax on British Steamers. The Secretary of the Treasury has informed the agents of the various British lines of steamers running to this country that the treaties between Great Britain and the United States do not support their claims for the exemption of their vessels from the tax on tonnage imposed by law. The Secretary has also decided that fees shall be charged by collectors of customs for certifying in the original invoice of imported goods presented by a merchant or importer, but that no fee shall be charged for a certificate of the officer to a duplicate invoice received as a verification of the original.

Payers of Income Tax.

An official statement shows that the total num-ber of persons in the United States who were asmessed for income during the years 1871 and 1872, under the act of July 14, 1870, were 74,775 and 24,337 respectively.

The Mississippi Levees. The Senate Committee on the Levees of the Mississippi, at a meeting held here yesterday, took measures for obtaining the specific information upon that subject, through correspondence and otherwise, and will, during the recess of Con. gress, make a personal examination of that river and the general interests connected with it. The committee consists of Senator Alcorn, of Mississippi, chairman; Clayton, of Arkansas; West, of Louisiana; Schurz, of Missouri, and Gordon, of The committee will prosecute the inquiry diligently, and, at the next session, will urge that the general government take charge of the

Unconfirmed Nominations. The following nominations were not confirmed curing the closing hours of the Senate, and the

sevee system as a matter of great national concern.

during the closing hours of the Senate, and the President has been advised accordingly:—

R. B. Hayes, Assistant Treasurer of the United States at Cincinnati, Ohio; John N. Stokes, Register of the Land Office at Tallahassee, Fla.; Benjamin F. Wallis, Collector of Internal Revenue, Ninth district, Massachusetts; Edward Ruhe, Collector of Internal Revenue, Sixth district, Pennsylvania; Ceburn L. Harris, Collector of Internal Revenue, Fourth district, North Carolina; William L. Beruges, Minister Resident of the United States to the United States of Colombia; Robert Keller, Consai of the United States at St. Martins, West Indies; Thomas E. Mitstead, Collector of Customs, Yorktown, Va.

Treasury Balances.

The balances in the United States Treasury at the

States Senate-Who and What They Are-Sketches of the Fresh Statesmen. The special session of the Senate afforded an early opportunity of becoming acquainted with the newly-elected members of that body. The new Senators in the main are not men hitherto known so fame. The greater part of them have the world yet before them. The notable exceptions are Boutwell and Oglesby. These will, before the next session is over, have made a posi-tion in the Senate that may dislodge some of the

Vice President Wilson was very perveys at first in the discharge of his

WASHINGTON. duties as President of the caste. He was rather dimdent in assuming the position, but time is improving him. He lace force and rapidity of decision; but as the Se cate is a ponderous, slow moving body, it will se easy for him to preside over its deliberations. Were the pious Henry placed in Speaker Blatne's position in the noisy, turbulent House, its requirements would hasten him to an

RI-Secretary Soutwell, the most notable addition to the Senate, moves S'out the Chamber in his usual quiet, unassuming manner. The transformation from the arduous labors of the chief of the Treasury to the comparatively easy Senatorial life is a great relief to him. His desk is on the extreme left, rather out of the way of the casual observer. There he sits, cold and calm, keenly observant of the debate, or else noiselessly pacing to and fre between his desk and the cloak room. He is one of the (tame) liens of the Senate, and is quite as often made the objective point of glasses in the gallery as any other

Spencer, of Alabama, was one of the outgoing Senators last term. His State, or rather one faction of it, sent him back here. He is a fleshy, youthful-looking man of the rowdy type, and is called by the loabyists "a jolly ow." He has been sworn in as a Sen but his seat will be contested, and afford a fine opportunity for the Committee on Elections to tangle itself up into a knotty heap for the pleasure of the Senate, which will doubtless disentangle the licated subject through some ponderous de-

bate in the future. Senator Dorsey, of Arkansas. Rice, of Arkansas, the State where the festive bowie knife and navy revolver yet grow in wild profusion, is succeeded by S. W. Dorsey, a quiet, huge-built man of a not very pronounced intellec-tual type. He is of the black thunder-cloud style, and looks very aggressive in a closely-buttoned

Sargent, of California.

The quiet Cole, of California, is succeeded by the irrepressible Sargent, familiarly known when in the House as "Emgy." Sargent is a very noisy debater, and as obstinate and unscrupulous in the handling of parliamentary technics to carry his ends as the worst enemy of honest legislation ould desire. In the House he was always dressed in a shabby suit of steel gray, which harmonized well with his hair and whiskers. Since he has become a Senator, however, he has discarded the shabby gray and is quite transformed by his neat black suit. He no longer looks like some overland stage driver, but more like an energetic "drummer" who has amassed a competency. He is said by those who do not love him to be a child of the Central Pacific Railroad. Sargent would undoubtedly deny this, but as every child is not supposed to know his own father, his opponent would take no heed of his denial.

Ferry, of Connecticut, the mild, retired-grocer-looking Senator, with the quiet, diffident air, as if he longed to be back to the scales and scoop, is again returned. Ferry is, however, a man of undoubted ability, and much more formidable than he looks.

Conover, of Florida. Florida, instead of sending back the insignificant Osborn, varied the programme by selecting the insignificant P. B. Conover. Conover and Dorsey, of Arkansas, sit near together upon the extreme left and impress the disinterested spectator with the idea that they will do nothing of a very startling nature before their terms expire.

Gordon, of Georgia. Hill, of Georgia, one of the Southern republicans, is not returned this time. In his place comes Gordon, an ex-officer of the staff of General Robert E. Lee. Gordon is a blonde, nervous looking man, just above the medium height. He has the air of a dashing cavalry officer even yet, and no doubt will be seen in the charge on the enemy's works during the coming session.

Oglesby, of Illinois. Trumbull, the astute lawyer and politician, who dug his own (liberal) grave, gives way for ex-Governor Oglesby. Oglesby is a smooth-faced, gray-haired old man, always ready at repartee who has the reputation of being one of the best stump orators in the West. He has not yet had an opportunity in the Senate to show "the stuff whereof he is made," but he tells a good story in a very entertaining way and can command attention whenever he chooses to speak. He is not so profound a man as Trumbull, but in many ways will much better represent the Empire State of the

Allison (C. M.), of Iowa. The Reverend Harlan, of unenviable \$10,000 fame, has a successor in ex-Congressman Allison, who was accused of having a finger in the Credit Mobilier pie. Allison has explained all that, however, and has since been taken upon trust. He is flushed in deep red color, and set off by a flowing brewn beard. He is reported to be very

wealthy. Ingails, of Kansas. The fat, bald-headed Pomeroy, who was made to feel that the ways of the transgressor are hard, is followed by a gentleman his very opposite in point of personal appearance. lngalls is a tall, slim man, who does not look to be over forty years of age. His face is of the keen, Yankee type, and has a very shrewd expression. A light black mustache and a delicate, wiry goatee adorn the lower part of his countenance. Huge glasses, set up at a close focus to his keen eyes, add to the oddity of

McCreery, of Kehtucky,

who succeeds Machen, is a queer-looking man. He is very sallow, and his figure is large and fleshy. His face is that of a man of ability, who has a love of ease which would prevent him from making any great exertions. His smooth countenance is expressive of benevelence. His head is bald on the top, and so thick and black is the hair that grows around the edge of the gleaming white patch of skull that it looks like a black velvet fringe. Indeed you can't avoid imagining at times that McCreery had, at some unfortunate period of his life, lost all his hair and tried to patch up the deficiency with black velvet, but, the supply falling short, the crown was left bare.

Poor Vickers, of Maryland, will not be with the Senate any more. He was one of those prosy old men who seemed to encroach upon eternity, for whenever he got the floor with his legs firmly planted, a huge pile of manuscript on his desk, his spectacles well down upon his nose, a glass of water on his right hand, a red and yellow bandanna on his left and an untiring expression on his placid countenance, the Chamber would become deserted and irreverent correspondents would ex-claim, "Vickers! Good God!" and flee the gallery. Yet the old fellow was a good sort of a man in his way—weak and too easily influenced, perhaps, but yet he meant well. George R. Dennis succeeds him, and, from all appearances, will be quite as much of a success as Vickers.

Whyte, of Maryland. The coming Senatorial election in Maryland is already a subject of discussion in this city. Hamilton, the present incumbent, will deubtless be succeeded by the present Governor of Maryland, William Pinkney Whyte. Governor Whyte is one of the most popular men in his State, having been elected to his present office by the largest majority ever given in any gubernatorial election in Mary-land. He has already been in the Senate, and, being a graceful speaker and a man of great ability and integrity, will be a worthy representative of his State, which has of late years made a "poor show" in the Senate for one of the original thirteen. There will be little opposition to his election. Hamilton will desire to be re-elected, but his chances are not good. Swann, an ill-shaped bundle of clothes, at present in the House, where he has had the good sense to keep tolerably quiet, will also make an effort for the Senatorship in Maryland. But, considering his insignificance in Washington, it is a matter of aston-ishment that such an idea should be even entor-tained. Swann has plenty of mency, and if Maryland were only Kansas this ungainly Swann might yet sing in the Senate before he dies; but as it is

his chances are very small.

Bogy, of Missouri.

General Blair, the veteran wire-puller, would doubtless have regained his seat in the Senate if he had not been a sufferer; but a St. Louis ring beat him, and Louis Vital Bogy, hitherto unknown to fame, was sent up to the present headquarters of obscure mea-the United States Senate. The taint of bribery was wholly disinfected from his clothing by the recent action of the Senate. Bogy is a good-sized, rather fleshy man, of forty one, well colored and set off by two gray hits of whiskers. His countenance is that of a well-to-do English farmer. He is a good speaker and has, it is said, the assurance of a dozen ordinary men.

Jones, of Nevada "Jim Nye," the light comedian and the hero of a theusand stories, gives way for one Jones. "Who the devil is Jones?" every one had been asking for some time. But Jones soon made himself immortal by the candor with which he advocated—what is right and proper to use money in an election. No longer does the ory go up, "Who is Jones?" for the ready answer is now, "Why Jones is the man who used money to carry his election and ists." Jones is a good-looking, portly old gentle-man, and looks quite at home already in his Senstorial seat, which he has recently purchased. He save it is a periest fit, and does not seem to have

Wadleigh, of New Hampshire. Poor Patterson has been turned out of house and ome in a political sense. He is still tarrying in Washington. Any fine day he may be seen on the avenue, with his hands clasped wearily behind him, looking dejectedly straight ahead, as if to avoid the notice of every one. Bainbridge Wadleigh is the name of the patriot who rushed to the breach to stand by his native New Hampshire in the Senate when Patterson fell. He is a portly, jovial-looking man. He seems nervous and active, and will doubtless make Patterson's loss good to his suffering country.

is one of the new members who promise well. He is said to be a good speaker, and reasonably honest

in his intentions. Mitchell, of Oregon

who displaces Corbett, is a tall, slim, bold-looking man. His face is a pleasant one, well set off by a flowing brown beard. Patterson, of South Carolina, who succeeds Sawyer, is a black sheep of the Spencer type.

## OBITUARY.

John T. Mason.

John Thompson Mason, Secretary of State of Maryland, died suddenly yesterday evening at Elkton, Md., of paralysis. Judge Mason had been enand was in his usual health. At the dinner table he was attacked with paralysis. He has been a member of Congress, Judge of the Court of Appeals of Maryland and Collector of the port of Baltimore, and was one of the most prominent citizens of the

Mary S. Stewart.

Mary S. Stewart, known at one period of her life as Mrs. E. F. Woodward, died just lately in San Francisco. She was carried off by an attack of pleuro-pneumonis, brought on by an old which she had caught during a journey to San Francisco from Virginia City. Mrs. Stewart was a talented, highly respected and very popular member of the dra-matic profession. She was fifty-four years of age.

Rev. Father Mackin, rector of St. John's (Roman Catholic) church in Trenton, N. J., died in Trenton at a late hour on Thursday night, 27th inst. He was a very zealous, laborious and devoted ecclesi-astic and greatly respected by the congregations of every religious denomination, without regard to

Francis Donnelly, a well known Methodist clergyman, died suddenly on the 27th instant, in the

M. Xindavelonis.

The death of a Greek named Xindavelonis has just been announced, and the romance of his life merits a passing notice. He was formerly the courier and cook of the well known opera singer, Angelina Bosio. Mile. Bosio, when young, had married in Denmark a Spaniard whom she found, s few months later on, to have been previously a a few months later on, to have been previously a married man. Her chagrin and despair were excessive. In her affliction Xindavelonis was truly sympathetic. His enthusiasm gave him even the courage to declare his love for the heart-broken cantartice. At first Mile. Besic repelled him, but later she consented to their marriage on condition that they should always live as brother and sister. The marriage took place, but proved an unhappy one, and Besic died of a broken heart. Xindavelonis, however, always loved his wife truly, and, after her death, erected a magnificent mausoleum to her memory. The share of her fortune, which fell to him, amounted to 600,000 francs, and he made Paris his home. There his beneficence to his poor countrymen in Paris was so princely that the King of Greece knighted him. His culinary tastes and talents not There his beneficence to his poor countrymen in Paris was so princely that the King of Greece knighted him. His culinary tastes and talents not having deserted him, the Greek Ambassador and other notabilities did not disdain to honor his entertainments by their presence. Such was his interest in France that her disasters and humiliations in the German war sent him mad in London in 1870, and he was consigned to a private lunatic asylum. A cure having been effected, he was set at liberty, but found that 100,000 trancs had been abstracted from him during the period of his derangement. This loss and other troubles led to a second less of his reason, and this time all his property, it is said, disappeared. So that the Greek knight and once fortunate cuisinier found little more than a pauper's grave.

THE RELIGIOUS REVIVAL IN THE NORTH-WEST.

DENVER CITY, Colorado, March. 28, 1873. The great religious revival which has been in progress in Denver City for the past two weeks, under the direction of Rev. E. P. Hammond, con tinues with increased interest. Several hundred times with increased interest. Several hundred conversions have been made. At the request of a prominent sporting man two hundred tickets were distributed yesterday among gamblers, saloon keepers and prostitutes. Many attended the meeting last evening, occupying reserved seats. Five or six of this class arose for prayer. The committee are visiting all the saloons, houses of prostitution, &c., to-day, praying with the immates and inviting them to the meetings. They are received with respectful attention. Six prisoners in jail are said to be under deep conviction. Prayer meetings are held in jail every morning. The influence is extending among professional and business men.

## SHIPPING NEWS.

WHITESTONE TELEGRAPH.

The New York Henald has constructed a telegraph line from New York city to Whitestone, LI, and the same is now open for the transaction of business. The line will be found of great service to those having business with vessels passing to and from the Sound, and every facility will be given to merchants and others to

communicate promptly,
As there is no other telegraph communication with
Whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all

The following rates have been established :-Private messages, twenty-five cents for ten words or less; two cents for every additional word. Business messages—For a message of twenty words or less, to be delivered on board vessels off Whitestone, one dollar; five cents for every additional word. Advertisements for the NEW YORK HERALD free.

OFFICES.

Herald Office, corner Broadway and Ann street. Herald Ship News Office, pier No I East River. Herald Branch Office, No 1265 Broadway. Herald Branch Office, corner Boerum and Fulton

streets, Brooklyn.

Whitestone Dock, Whitestone, LI.

At the Herald Branch Offices, corner of Boerum and
Pulton streets, Brooklyn, and 1255 Broadway, New York
will be a bulietin of the arrival of all steamers daily.

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL era Saila Destination Office

Almanac for New York-This Day. Sun r es. 5 50 Gov. Island. eve 9 24
Sur ets. 6 21 Sandy Hook. eve 8 39
AGG ribes. eve 7 55 liell Gate. eve 11 09 PORT OF NEW YORK, MARCH 28, 1878.

Steamship Victoria (Br), Munroe, Glasgow-Hender-Steamship Panita, Doane, Wilmington, NC-Lorillard Ellen S Terry, Salyear, Newbern-Murray, Steamship Ellen S Terry, Salyear, Newborn—Burs, Ferris & Co.
Bark Salterbeck (Br), Bell, Liverpool—B F Metcalf & o. Bark Abraham Young (Br), Troop, Antwerp—James W Iwell & Co. Bark Marco Polo (Ger), Minasen, Bremen—H Koop & Bark Alfred (Ger), Schroeder, Hamburg-Funch, Edye Bark Co.

Bark Roma (Br), Vesey, Hamilton (Bermuda)—
Middleton & Co.

Bark Colonist (Br), Harding, Brunswick, Ga—W In-

CLEARED.

Brig Lizzie Zittlosen, Dow, Havana—John Zittlosen. Brig Queen of Beauty (Br), Dunn, St Johns, NF—Bow-ring & Archibald. Brig Tropic (Br), Perry, Yarmouth, NS—Boyd & Hincken. Schr Lavinia F Warren, Johnson, Demerara—Miller a Houghton. Schr Lavinia Bell, Baylis, St Pierre, Mart—B J Wenberg. Schr Ralph Carleton, Patten, Havana—Jas B Ward & Schr Keokuk, Jasper, Matanzas—Jas E Ward & Co. Schr Frank Treat, Martin, Aux Cayes—B J Wenberg. Schr Queen of the South, Corson, Mobile—E D Hurlbu

r P B Hallock, Tyler, Jacksonville—W Ray, r Myrover, Brown, Charleston—Evans, Ball & Co. rr Midgewood, Henderson, Georgetown, SC, and Bluff.—E D Hurlbut & Co. r E D Endlectt, Endlectt, Norfelk, Va—Van Brunt Schr Frank B Colton, Robinson, Baltimore—Overton & Schr Geo A Pierce, Kelley, Salem—R W Ropes & Co. Schr Wm Gray, Allyn, New London. Schr Annie J Bussell, Miller, New Haven—H W Jack-Son & Co.
Schr Sallie Burton, Burley, Stamford—Stamford Manufacturing Co.
Schr Dart, Williams, Stamford—Stamford Manufactur-Mr. Co. Steamer Ann Eliza, Richards, Philadelphia.

ARRIVALS. REFORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TPLEGRAPH LINE.

Reamship America (Ger.) Bussins Bremen March 13, via Southampton 16th, with midse and 304 passengers to celrichs a Co. Arrived 9 AR; had variable weather; March 25 and 27, had strong westerly gales; no date, lat 46 N, lon 29 W, a White Star steamer, bound E. at 23 W, lon 26 39 W, a White Star steamer, bound E. at 23 W, lon 26 39 W, a White Star steamer, bound E. at 23 W, lon 26 39 W, a White Star steamer, bound E. at 25 N, lon 26 39 W, a White Star steamer, bound E. at 25 N, lon 26 39 W, a White Star steamer, bound E. at 25 N, lon 26 39 W, a White Star steamer, bound E. at 25 N, lon 26 39 W, a White Star steamer, bound E. at 25 N, lon 26 30 W, a White Star steamer, 1 AM, off Shinnecock, passed an Inman and a Hamburg steamship, both bound east. Steamship Rising Star, Griffin, Aspinwall March 19, with mise and passengers to Murray, Ferris & Co. Steamship Leo, Dearborn, Savannah March 25, with mise and passengers to Murray, Ferris & Co. Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mise and passengers to Murray, Ferris & Co. Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mise and passengers to Murray, Ferris & Co. Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mise and passengers to the Old Dominion Steamship Co.

Season by Saace Bell, Blakeman, Richmond, City Point and Norfolk and Dodge and passengers to the Old Dominion Steamship Co. Season Burwell, Calcutta Dec 13 and Sand Heads 16th, with midse to C P Sumner. Passed Cape of Good Hope Feb 5, and crossed the equator March 5, in lon 38 42 W; had moderate weather to Bermuda; from thence 6 days, with strong arriaring gress. Jan 10, lat 17 10 8, lon 72 11 E, spoke ship India 67 from Coringa Bay for London; Jan 14, lat 21 46 8, lon 65 6 E, spoke ship Hannah Law (ii), from Liverpool for Homey, 86 days out; Jan 21, lat 24 08, lon 55 30 E, fell in with and boarded the dismasted and dereliet hull of bark Der Fuchs, of Stettin; found about 5 or 6 feet of water in the hold and ballast shifted, giving her a rank heel to port; from her log book, found on board, accertained that she shipped from her anchors at the entrance to Port Louis, Mauritius, on the 6th Jan, at the commencement of a hirricane; nothing in the log book contained information as to her getting dismasted or as to the fate of her crew, but from the stripped condition judged that all hands had been taken off by some passing vessel; as she was drifting about dangerously in the track of vessels; set fire to her and left her in a full blaze; Feb 3, lat 35 54, 8, lon 21 54 E, spoke bark James Tinicombe (Br), from Manila for London, 61 days out.

Ship Frolic, Bush, Liverpool, 44 days, with mise to Pray & Dickens. Had a fine run of 7 days to lat 48, lon 28 30; one-half the distance to New York, from thence to the South Shoals had a succession of westerly gales; March 24 made Fire Island Light; wind light from the eastward; run into 10 fathoms water; hove to for a pilot and lay 3 hours; wind hauling SE and commenced to rain and blow: stood out to sea again 27th; took a pilot and lay 3 hours; wind hauling SE and commenced to fall and the state of the condition of the Southern passes, and had fine weather. Was 6 days west of Bermuda.

Bark With of the Fee (of London), Lloyd, Colombo Nov 16 and St. Helena Jan 27, with coffee,

from her.

Bark Arcadia (Nor), Eldrup, Cardiff 55 days, with railway iren to order; vessel to Tetens & Bockmann. Took
the southern passage and had moderate weather to Ber
nuda; from thence 12 days with W and NW gales;
March 23, lat 38 04, lon 72 22, spoke schr Eveline, steering

March 23, lat 38 04, lon 72 22, spoke schr Eveilne, steering SSE.

Bark Uriel (Ger), Slebold, Hamburg, Jan 23, via Plymouth Feb 12, with scrap 170n, &c, to U Tobias & Co. Took the northern passage and had fine weather to the Banks; from thence 34 days, with strong NE and NW gales.

Bark Virginia L Stafford of Windsor, NS, Curry, Messina 73 days, with fruit to Lawrence, Glies & Co; vessel to master. Passed Gibrattar Feb 12 and took the middle passage and had light winds and calms up to lon 60 W; from thence 22 days, with a succession of westerly gales. Bark Rosalie (Ital), Pesce, Trieste 76 days, with mise to Dutlih & Co; vessel to Stocovich & Co. Passed Gibrattar Feb 12 and took the southern passage and had fine weather to Bermuda; from thence 14 days, with strong NW gales.

da: since, heavy SW and NE gales; been 5 days N of Hatteras. Salled in company with bark Abby, Baker, for New York.

Brig Favorite (of New Haven), Woodward, Port Spain 20 days, with sugar and molasses to H Trowbridge's Sons. Was 12 days north of Hatteras, with a succession of NE and NW gales.

Brig Iris (of St John, NB), Downey, Cardenas 14 days, with melado to order; vessel to Heney & Parker. Had strong, variable gales the entire passage, and split salia, &c.

Brig John Wesley (of Baltimore), Ford, Matanzas 9 days, with melado to order; vessel to Miller & Houghton. Was 3 days north of Hatteras, with strong NW winds from Gun Cay Light to Cape Heniopen; from thence strong, variable winds; been 4 days north of Hatteras.

Schr Fruit Girl (of London), Sallivan, Palermo 69 days, with triut to Westervelt Bros; vessel to howing & Archibaid. Passed Gibraltar Feb 12; took the southern passage and had moderate weather to Howring & Archibaid. Passed Gibraltar Feb 12; took the southern passage and had moderate weather to Henwinds; from thence 10 days, with strong westerly winds.

Schr Emma F Law (of Liverpool, NS), Bodden, Boca del Toro 39 days, with strong westerly winds.

Was 13 days north of Hatteras, with havy NE and NW gales. Feb 17 went ashore on Guito, Fueno Reef, where she lay for 6 days, and got off afort Throwing 60 pieces of mahogany overboard, without receiving any damage.

Schr C H Foster (of Boston), Coombe, Matanzas 11 days, with sugar and molasses to order; vessel to Hateras.

Schr H M Waite, Gott, Savannah 7 days, with lumber to Enchager, Russell & Co. vessel to master.

Schr H M Waite, Gott, Savannah 7 days, with lumber to master. (See disasters.)
Schr.Kenduskeag, Wyatt, Brunswick, Ga. 7 days, with lumber to Eppinger, Eussell & Co; vessel to master.
Schr Jesse B Smith, Williams, Wilmington, NC, 5 days, with naval stores to order; vessel to Bentley, didersleeve & Co.
Schr H S Rowe, Turner, Virginia for Princess Bay, Sloop Vid (Sp.), Sentl, Porto Cabello 30 days, with coffee to L E Amsinck & Co. Had heavy weather.

Passed Through Hell Gate.

BOUND SOUTH.

BOUND SOUTH.

Steamship Nereus, Basse, Boston for New York, with mose and passengers to H F Dimook.

Brig Morning Light, Dill, Maracaibo, PR, via New Haven, 15 days, for New York, with sugar to Burdick, Frisbie & Co: vessel to L, W & P Armstrong.

Schr Hunter, Smith, Dighton for New York.

Schr Allie H Brown, Chase, Dighton for New York.

Schr Amos Falkenburg, Rackett, Providence for Philadelphia. delphia. Schr M H Gildersleeve, Lawler, Fall River for New

York.
Schr Peacecale. Caswell, Greenport for New York.
Schr Marshal O Wells, Lord, Greenport for New York.
Schr Emeline Haight, Atkins, Provincetown for New Schr Emeline Balgin, Artins, Torthort for New York.
Schr Eva H Lewis, Lewis, Northport for New York.
Schr Ev F Meaney, Lewis, Norwich for New York.
Schr John D Griffin, Dow, Portchester for New York.
Schr S S Smith, Cole, Somerset for New York.
Schr Orlando Smith, Ferris, Portchester for New York.
Schr Asher S Parker, Ingraham, Gion Cove for New

York. Schr A J Williams, Morrell, Stamford for New York. Steamer Albatross, Davis, Pali River for New York, with Schr A J Williams, Morrell, Stamford for New York.
Steamer Albatros, Davis, Pair River for New York, with
udse and passengers.
Steamer Doris, Young, Providence for New York, with
udse and passengers.
Steamer Electra, Mott, Providence for New York, with
udse and passengers. BOUND RAST.

Steamshin Tillie. Bailey, New York for New London.
Steamshin El Cid, Smith, New York for Norwich.
Schr Ita Laffrinier, Coleman, Port Johnson for Boston.
Schr Ida, Perry, New York for Taunton.
Schr H G Bird. Blackington, New York for Boston.
Schr Belle, Simpson, Moboken for Bridgeport.
Schr J B Blecker, Thompson, New York for Stonington.
Schr Julia Ann, Powell. New York for Providence.
Schr E E Dickerson, Dunbar, New York for New Lonon.
Schr Victor, Look, Hoboken for Boston.
Schr Wm B Thomas, Bickmore, Hoboken for Boston,
Schr Jas Selsy, New York for Providence.
Schr Rivat, Lawrence, New York for Boston.
Schr J L. Lampray. Wood. Elizabethport for Boston.

Schr Ruth Shaw, Shaw, New York for Bath. Bohr Sailie W Ponder, Slater, New York for Taunten. Schr Ivy Bell, Cox, New York for Lynn. Schr Sailie T Chartre, Treisthan, New York for Taun-

chr Eliza, Hall, New York for Bridgeport. Schr Agnes, Chester, New York for Fall River. Schr George B Markle, New York for Homerset. Schr Ann, Marshall, Elizabethport for Frovidence. Schr James Thompson, Stewark, Elizabethport for Faw Schr Samuel P Godwin, Waterbury, New York for er Electra, Mott, New York for Providence.

SAILED.

Steamships Effen S Terry, for Newbern, NC; Fanita, Wilmington, NC; ships New World, London; Annealey, Antwerp; St. Paul, Bremen; barks Aurora Australia, London; Daphne, do; Meneta, Dunkirk; Abbie N Franklin, Matansas; Max, Baltimore; Mary Wisgins, —; Lavinia, Matansas; Max, Baltimore; Mary Wisgins, —; Lavinia, Matansas; Srigs L.J Westaway, Montevideo; Ternen, Gibraltar and veville; Julia Lingley, Brunewick; Charies A Roard, St. Johna, PR; Britannia, Cork; Schrs Hattle Haskell, Fernambuco; Bertha J Fellows, and J T Weaver, —; Vinera L Wedmore, Washington, NC. Wind at sunget 8, 16th

. The Herald Almanac.

The most popular and really valuable book of the year is the Herand Almana for 1873. It is now going rapidly through its Fourth Edition. No book of the kind ever so deservedly attained the circulation of this multum in purso of an Almanac. It is a compendium of interesting and valuable information to all classes. It contains a variety of "specialties," arranged under appropriate heads, of intrinsic value to all who may have need to r to any of them. Its Marine Intelligence contains
"Mariner's Guide" (collated from the columns of the the "Mariner's Guide" (collated from the columns of the New York Herald), Cyclone and Hurricane Charts, indi-cating the scope and course of the tempests which so often beset the mariner at sea, with directions how to avoid their influences and escape their dangers; caution-ary and weather signals of rare value; tables showing the time of high water at all the principal ports of the United States; depth of water on the bars of the principa scaports; list of life-saving stations, funnel marks and night signals of the Atlantic steamship companies' we-sels; code of for signals; change and description of sels; code of fog signals; change and description of sighthouses and lights, buoys, &c, &c, on all the coasts of the world. To this is appropriately appen clubs, names of the yachts, and their owners, measure HERALD ALMANAC is a necessary guide, counsellor and friend. The HERALD ALMANAC is sold at the nominal price of 25 cents, at which price it is sent free by mail to all parts of the United States.

STEAMSHIP GREAT WESTERN (Br), from Bristol for New York, before reported ashore at Blackmore (England), got off yesterday (28th), and returned to Bristol. The extent of her injuries, if any, has not yet been ascer-tained.

BARR JENS LASSEN (Nor), from London for Philadelphia, ashore at Indian River, was pumped out 77th. She leaks but little, and will be gotten off if the weather holds BARR HELERE (Nor), Falck, at Philadelphia 25th from Hamburg, reports:—Feb 2 and 3, just after coming out of the English Channel, and about 60 miles from land, experienced a very severe gale, during which had bulwarks stove, lost jibboom and water casks, split sails, and received other damage.

BARE MARY LAWTON (Br), Roach, from Ardrossan for Boston, via Queenstown (where she put is for repairs), is reported by cable to be ashore at Rathlin (Ireland). No turther particulars.

BRIG JAMES FULL (Br), from Palermo for Philadelphia, ashore near Henlopen light, lies well up on the beach, and is dry at low water. About 500 boxes of fruit have been discharged. She is partly gumped out, and will get off after balance of cargo has been taken out. Scin And M Draw (of Provincetewn), Coth, before re-ported sunk, was from Crancy Island, Va., for New York. She was fallen in with by steamship old Dominion on the 26th inst. about 6 miles ESE of Smith's Island, with a signal of distress fiying from her rigging. Capt 6 M walker immediately hove to, and to his call was answered that they were leaking badly at the rudder post and were rast filling. Capt Walker immediately sent their mate, rast filling. Capt walker immediately sent their mate, to master. Assect of invester by the middie from thence 22 days, with a succession of westerly gales. Bark Rosalie (Hail, Peec, Triester of days, with misse to Dutlih & Co; vessel to Siocovich & Co. Passed Gibraliar Feb Di 2 and took the southern passage; and had firrough W gales. Bark Rosalie (Hail, Piece, Triester of days, with misser of the property of the prop

Purser John Mathleson, of the steamship Anglia, from Glasgow, will accept our thanks for favors. We are indebted to the purser of the steamship Rising Star, from Aspinwall, for his attentions. Purser G S Mitchell, of the steamship Leo, from Savannah, has our thanks for favors.

BARR JAMES MAURY, of New Bedford, 432 tons, late whaler, has been sold to New York parties on private terms.

Scar Torpeno, of Salem, 56 tons, has been sold for \$1400, and will hereafter hair from Lubec.

Scar Seth W Shith, about whose loss there have been so many rumors, arrived safely at her destination on the 7th inst.

LAUNCHED—At Charleston, SC, 22d last, from the yard of J G and D C March, a three-masted schooner, named Jesse Elizabeth. Her capacity is about 300 tons, and she was built for the Charleston Coastwise Transpertation Company. Notice to Mariners. Baltimore, March 28—Two of the five compass buoys in Hampton Roads have disappeared, as but three of them are to be seen at the station,

RETERROR TO CHARLESTON HARBOR, SC.—SULLIVAN'S ISLAND
HANGE LIGHTS.

Notice is hereby given that on and after the 20th day
of April, 1874, the arc of visibility of the Rear or High
Beacon of the Sullivan's Island range will be increased
so that it can be seen from ME around by southward to
NW.

JOSEPH HENRY, Chairman.

Treasury Department, other Lighthouse Board, Washington, DC, March 14, 1873.

nued. Two leading lights have been established in Ambelaki Bay.

1. A fixed red light from a lighthouse on the edge of the cliff at Kamish. 2% cables to the southward of the Lazaretto. The light is elevated 102 feet above the level of the sea, and in clear weather can be seen at a distance of 11 miles. Fostuon, as given, lat 45 16 49 N, lon 35 28 15 E.

2. A fixed white light from a lighthouse at Tschurnbasch, bearing WSW, distant 5 miles inland from the Kamish light. It is elevated 384 feet above the level of the sea, and in clear weather should be seen at a distance of 21 miles.

The lights in line, bearing WSW, lead in the channel between the spit of the Tusia Bank and the shoal of Akbourpoit.

WEST INDIES-GREAT SARAMA BANK-INTENDED ALTERATION Information has been received at this office that the following alteration will shortly be made in the light on Gun Cay.—
The light will be changed from a revolving white catroptic light to a revolving red dioptric light, attaining its greatest brilliancy, as at present, every minute and a hal; and also that during the time this change is being effected, in the months of April and May, 1973, a temporary light of the same character as the present light, but of law power, will be exhibited. The temporary light will therefore not be seen from so great a distance as the present one.

A further notice will be given of the date of the exhibition of the new light.

This notice affects British Admiralty Charts Nos 393, 322 d., 1217, 1495; US Hydrographic Office Charts Nos 193, 25 a; and US Light Lists No 1.

By order or the Hureau of Navigation,

R H WYMAN, Commodore US N. Trydrographer.

Hydrographic Office, Washington, DC, March 15, 1873.

The Japanese government has given notice that a light is now exhibited from a lighthouse recently erected out of the house has the southern extremity or you sling, hear the southern extremity or yo Sima. Bingo Nada.

The light is a fixed white light, elevated 35 feet above. The light is a fixed white light, elevated 35 feet above from a distance of in miles.

The light is a fixed white light, elevated 35 feet above from a distance of in miles.

The illuminating apparatus is dioptric or by lenses, of the third order.

The tower, built of granite, is 31 feet high, and is on the summit of the Island.

Position, lat \$4.25 N. Ion 133 49 E.

Hydrographic Office, Admiralty, London, March 3, 1973.

This notice affects the following Admiralty Charts:—
Nipon, Kinsin, &c, No. 2347; setouchi or linand Sea, No. 2376; and Channels between Bingo Nada and Hirams.

Mada, No. 128.

NORTH REA, JUTLAND—LEADING LIGHTS FOR GRAA DREF AND

Aspinwall, March 3-Arrived, schr Electric Spark, Smith, "Belfast" and sailed 10th for North Binefields; i 19th, brig Aglia, Peterson, New York. Arrived 19th, steamship Ocean Queen, Seabury, News MATANZAS, March 24-Arrived, barks Acacia, Robinson MATANZAS, MARCH 24—Arrived, barks Acacia, Robinson, New York: Caribou, Bibber, Cienfluegos.

MAHONE BAY, NS, MARCH 25—Towed to sea, bark Tanscock (Br), for Delaware Breakwater, for orders.

PANAMA, MARCH 10—Sailed, steamships Montans, Nolamstan Francisco; 12th, Winchester, Searle, Central America, 15th, Costa Rica, Lapidge, San Francisco; 16th, St. Louis, Rathbun, Central America.

PORTSPAIN, MARCH 7—In port brigs Pearl, Neal, for New York, ids; Alice Starrott, Hooper, from — arrived 6th f. schrs May Morn. Keen, for New York next day; David Collins, Townsend, for do, ids.

QUERNSTOWN, MARCH 25—Arrived, ship Kendrick Fish, McCloy, Callao.

Sr John, NB, March 24—Arrived, schr Julia A Merritt, Hindon, Chentnegos. lindon, Cienfuegos. VICTORIA. VI, March 17—Sailed, bark Lulu, Hallett.

American Ports. BOSTON, March 27—Arrived, steamship Geo Appold, oveland, Baltimore via Norfolk; schr Emma L Rich Loveland, Baltimore via Nortolk; Schr London; brig. Loveland, Baltimore via Nortolk; Schr London; brig. Cleared-Bark Chalgrove (Br), Elliott, London; brig. Cleared-Bark Chalgrove (Br), Elliott, London; brig. Cleared-Bark Chalgrove (Br), Richard Chalgrow, Dordon, Barksonville; Mary Standish, Rich, Georgetown, Dordon, School, Barkson, Hudson, Galveston; Senator Norton, New S. S. Hudson, Hudson, Galveston; Senator Norton, New S. S. Hudson, Hudson, Galveston; Senator Norton, New S. S. Hudson, Galveston; Senator Norton, New S. S. Hudson, Hudson, Galveston; Senator Norton, New S. S. Hudson, Galveston; Senator Norton, New S. S. Hudson, Hudson, Galveston; S. S. Hudson, Hudson, Galveston; S. S. Hudson, Galveston; S. S. Hudson, Hudson, Galveston; S. S. Hudson, Ga York:
Sailed—Steamships Wm Kennedy (and passed Capel Sod at 12 M), Saxon, and Neptune; brigs Ocean Belle, ists, Champion, Jessie Rhynas, Mary E Ladd, Bessie Rowe, and Chillion. 28th—Arrived, steamships Aries, Wheldon, Philadels ved 28th, steamship Lord Citye (Br), Urguhart iverpool.

BALTIMORE, March 27—Arrived, steamer Blackstone, allett, Boston via Norfolk; bark Anna (Nor), Panlsen, atanzas; brig Tylia (Dan), Friis, Liverpool; schr Kate Rich, Doughty, Boston. Below, ship Autoinette, from Liverpool.
Cleared—Bark SI (Itab, Musarti, Silzo, I; brig Guide
Br), Downey, £1 Johns, NF; Oscar (Swed), Olin, Newryi; schrs JT Williams, Newbury, Hoboken; Forest Oakarker, New Havon; John Traoy, New York.
Sailed—bark Faders Minde, Copenhagen.
BEVERLY, March 25—Arrived, schrs Clara, Norburyund Trade Wind, Lloyd, Philadelphia.
CHARLESTON, March 25—Cleared, schr John E Dalleylong, New Haven.

ed—Bark Don Justo, Bennett, Liverpoolt schr Addle iell, Blaisdell, Boston. the port—Ship Burman (Br), Morrison, from St Tho-or Bull River. AAIS, March 20—Cleared, schr G M Wentworth, Col-AAIS, March 20—Cleared, schr G M Wentworth, Col-York; brigs Homely (Br), LeDain (from Rio Janeiro), do; Catharine (RG, from Santos), do.
Passed in—Barks Cricket, Kean, from Rio Janeiro for Baltimore; Thora, from Liverpool for Alexandria; brigs Cormorant (Nor), Hanson, from Adrossan for Richmond; Mississippi (Br), from Demerara for Baltimore; schr. Young Dick (Br), Symons, Irom Massina for do.
Passed out—Ship Robur (Fr), for Queenstown; barks Heroine, for Martinique; Sos Kummeren (Nor), for London; Proteus, for Sagua; HO Haskell, for West Indies—all from Baltimore.
FALL RIVER, March 22—Salied, schrs Ella Frances, Bulger; Duroc, Kendali; Licua B Ives, Miller; I H Borden, Dodge; Thos Potter, Handy; R H Wilson, Marris,

den Dodge; Hos Fotter, Handy, H. M. Bicardo Jovo, and S.A. Falconer, Wilson, New York; J. Ricardo Jovo, Little, Philadelphia.

GALVESTON, March 24—Arrived, steamship City of San Antonio, Pennington, New York via Key West.

GEORGETOWN, SC, March 21—Cleared, schr Eagle, Seavey, Kennebunkport.

HARWICH, March—Sailed, schr S. J. Baker, Snow, Vir-

GEORGETOWN, SU, March 21—Cleared, sonr Eagle, Seavey, Kennebunkport.

HARWICH, March—Sailed, sohr S J Baker, Snow, Virginia.

KEY WEST, March 27, AM—Sailed, steamship City of Austin, Eidridge (from Gaiveston), New York.

MOREHEAD CITY, March 28—Sailed, steamship Zodiac, Chapia, New York.

NEW ORLEANS, March 28—Arrived, steamship Metropolis, Nickerson, New York via Charleston.

NEW BEDFORD, March 27—Arrived, schr H B Metcalf, Baker, Cotulitort for New York via Charleston.

NEW BEDFORD, March 27—Arrived, schr W Freeman, Robinson, Thomaston for New York vi Timouse, Handren, and Nathaniel Chase, West, Providence for Virginia; Lucy Church, Ryder, Fawtucket for New York.

Also arrived, brig "Virgo," not boarded.

Sailed—Schr S Fieetwing, Nash, Rockland for New York; Sarah Bruen, Austin, Providence for do; Roanoke, Hathaway, Taunton for do; J D'Griffin, donid, Gloucester, for do; Faston, Demart, Rockport for do; Hathe B Hamin, Church, New Bedford for Virginia; Artist, Clementa, do bott, Evoland for do; Annie Powers, Sparks, Rockport for do; and for do; Annie Powers, Sparks, Rockport for do; Annie Powers, Sparks, Rockport of the HAVEN, March 27—Arrived, schrs Willie Irving, Doane, Virginia; Wm Farren, Linsley, do; Raltimore, Francis, Elizabethport; Flying Fish, Selleck, New York, PHILADELEHIA, March 27—Arrived, bark Aladdin, (Kor), Evensen, Stockholm.

Cleared—Bark Emanuel (Swe), Hanson, London.

28th—Arrived, schemships Gulf Stream, Crocker, Providence; Benefactor, Jones, New York; bark Thorgny, Larsen, Gottenberg; schrs Lizzie Mauli, Mauli, Greenwich, NJ; Marcellus Sherman, Ellsworth, Me.

Cleared—Bark Emanuel (Swe), Hanson, London.

28th—Arrived, Steamships Gulf Stream, Crocker, Providence; Benefactor, Jones, New York; bark Thorgny, Larsen, Gottenberg; schrs Lizzie Mauli, Mauli, Greenwich, NJ; Marcellus Sherman, Ellsworth, Me.

Cleared—Bark Lyda (Nor), Bull, London; George Bell (Br), Rose, Rotterdam; brig Cheviot (Br, Netson, Barbados; sohrs Sea Nymph, Haskell, Salem; Mary Ann., Steelman, Norwich; Sea Queen, Moone, Passed in—Steamship Horseguard (Br), Hill, from Liverpool.

Bark Thorgny left in tow of tug Cynthia at 3:30 PM yesterday. Barks Adelheim and Carmel have also gone up in tow this AM. Ship Abyssimis, bark Alio, brig Watter Howes and others left this AM under sail.

PORTLAND, March 23—Arrived, schra John Boynton, Hill, Calais for New York; Susan, Bishop; Equal, Kenniston; Ids Hudson, Greeley, and Palias, Frunch, Rockland for do; R Hodgdon, Melvin, do for do; G W Bawley, TROVIDE GOOG FOR SOURCE, Calend for do; G W Bawley, TROVIDE GOOG FOR SOURCE, Schra Sarah Purves, Lisle, Hoboken; Lillico Wells, New York; Below, abrig, Supposed by the Velero, Muray, from London.

Cared—Brig D C Chapman, Knight, Baltimore.

Salied—Steamships Win Lawrence, Hallett, Norfolk, Alliance, Nickle, Philadelphia; schra American Eagle, Shaw, and Jas Alderdice, Bockhil do; Majestic, Dodge; Ann Dole, Bunce; Daniel Morris, Bunce, and Q P Shultis, Young, New York.

SAN FRANCISCO, March 19—Arrived, ship Cormorant (Rr), Collister, Liverpool; bark Queensberry (Br), Hurry, Ge, Cheared—Ship Castlehead (Br), Armstrong, Liverpool;

(Br), Collister, Liverpool; bark Queensberry (Br), Hurry, Co. Cleared—Ship Castlehead (Br), Armstrong, Liverpool; bark Schornhorst (Ger), Steinicke, Callao; schr Anna-Matlida, Merrill, Sitka.

Salled—Ship Tameriane, Qualey, Liverpool; bark Adelina (Br), Murro, Queenstown; schr W S Phelps, Brunstump, Tahiti. stamp, Tanili.
28th Arrived, ship Centaur, Foster, London.
27th Arrived, ships Garibaldi, Bowdoin, New York 110days: Priedlander, Moody, do 11t days; Emily Farnham,
Lori, do 12 days.
28th Arrived, bark Sierra Nevada, Panno, New York

Lord, do 120 days.

28th Arrived, bark Sierra Nevada, Panno, New York
Oct 31.

8AVANNAH, March 28—Arrived, steamship Virgo.,
Baikley, New York.
Salied—Ship Sunbeam (Br), Yones, Darien; bark Mary
G Reed, Welt, Montevideo.

8ALEM, March 28—Arrived, schrs Jas H Deputy, Mehaffey, and Wm Gillum, McHahan, Elizabethport; Mary
A Hyer, Modgdon, do.

Cleared—Schr Hero, Baker, New York.

26th—Arrived, schr Connecticut, Pendleton, Belfast for
New York. Cleared Schr Hero, Baker, Dendleton, Bellam for Noth-Arrived, schr Connecticut, Pendleton, Bellam for Nother Arrived, Steamship Neptune, Baker, New York for Boston.

Tih—Arrived, schr D B Everett, Savannah for Kittary,

Me. Sailed—Steamship Neptune. March 28—Cleared, schr Albert Dailey, Nason, Washington. WICKFORD, March 28—rived, schr John Manlove, Carr, Elizabethport via Providence.

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On Sunday tron 3 to 9 F. M.